

## REPORT

# INFORMATION REPORT

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**COUNTRY** East Germany

DATE: 20 June 1955

**SUBJECT**      **Schwalbe-Type Boats for the Sea Police**

NO. OF PAGES 2 25X1

PLACE  
ACQUIRE

**NO FENCE**  
(LISTED BELOW)

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DATE OF INFO.

**SUPPLEMENT TO  
REPORT NO.**

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1. On 10 March 1955, the new propeller shaft unit for the Schwalbe 1 boat arrived at VEB Peenerwerft [redacted] Wolgast. It was installed at once and proved to be successful on the first shakedown run. Schwalbe 1 had not yet adjusted her compasses, nor had she been degaussed. She was scheduled to undergo her degaussing tests in Swinemünde. In late March 1955, Schwalbe 2 was still lying in Fuerstenberg/Oder. Schwalbe boats [redacted] were lying at VEB Yachtwerft, Berlin-Koepenick, and were scheduled to be ready to leave on 31 March 1955. The crews were assigned by the Sea Police and placed under the orders of Stoehwase (fnu), master mariner, nautical expert of the Koepenick yard. Prior to leaving Koepenick, the boats will be provisionally accepted by Oberleutnant Nord (fnu) and Oberleutnant Krause (fnu), members of the shipbuilding supervisory board of the Sea Police in Koepenick. These two officers subsequently will deliver the vessels to the Sea Police main acceptance committee in Wolgast. This measure was taken to avoid any additional claim by the Sea Police for items which had not originally been specified and would not be paid for. The acceptance runs of Schwalbe [redacted] were expected to take place on 18 April 1955. Oberleutnant Paifer (fnu) was designated head of the acceptance committee. Kapitänleutnant (Zug) Bluecher (fnu) was responsible for the acceptance of the engine plant.

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2. The artificial-fog equipment, in the cases of boats [ ] was scheduled to be installed in Wolgast; its installation on boat [ ] was to take place at VEB Yachtwerft Berlin-Koepenick in connection with acceptance runs. The armament also was scheduled to be mounted on the boats ready for use on that occasion. Beginning with Schwalbe-boat [ ] the succeeding Schwalbe boats were to be armed with guns, while the boats with the preceding numbers were scheduled to receive super-heavy machine guns. The boats had already received a 100-watt transmitter and receiver radio equipment in Koepenick. The generators and regulators, however, were still lacking. For this reason, radio communication was to be assured by escorting boats. To give an idea of the seaworthiness of the boats, source reported that the Schwalbe boats listed about 30 millimeters. Five days were provided for riveting the steelhouse to the bridge, to give the boats their last coat of paint, to haul them on the slip and to check the underwater body. On the sixth day, the boats are to take aboard their full equipment, and the crew is to be assigned for embarkation.

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Schwalbe boat  was to be delivered on 26 June 1955. A total of 21 boats were to be completed by the end of 1955. It was expected, however, that not more than 16 boats could be completed by that time, although the Koepenick yard was working in three shifts.

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3. On 9 April 1955, Schwalbe boats  were icebound in Schwedt on the Oder River because of a sheet of pack-ice 1 to 1.5 meters thick, reported in the Stettiner Haff. The boats were left behind in Schwedt to avoid leaving them in a Polish harbor. Two SSD Lieutenants were detailed from Wolgast to Schwedt on the Oder River, to check the boats and see whether the report on the existence of the pack-ice was true.

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4. The acceptance run of Schwalbe  which was fixed at 18 April 1955, was delayed as the artificial fog equipment was not yet completed. Schwalbe boats  were due to leave the Koepenick yard for Wolgast on 18 or 19 April 1955.

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